

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXII. No. 8965. 號三十月三年六十七百八千一英

HONGKONG, MONDAY, MARCH 18, 1876.

日八十月二年子丙

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, GEORGE STREET, 30, Cornhill, GORDON & GOSCH, 121, Holborn Hill, R.C. BATES, HENDY & Co., 4, Old Jewry, R.C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street.

NEW YORK.—ANDREW WEND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SWATOW, QUELOO, CAMPBELL, AMOY, GILES & Co., Foochow, HEDDER & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & Co., Manila, C. HEINZEL & Co., Macao, L. A. DA GRAGA.

BANKS.

COMPTOIR D'ESCOMPTE DE PARIS.

INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1848.

BY IMPERIAL DECREE OF 25TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognised by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

PAID-UP CAPITAL, 80,000,000 3,200,000
RESERVE FUND, 20,000,000 800,000

HEAD OFFICE.—14, Rue Bergère, Paris.

AGENTS.—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (ile de la Réunion), Hongkong, Shanghai and Yokohama.

LONDON BRANCH.—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balances, and on Fixed Deposits at rates which may be ascertained at the office.

CHR. DE GUIGNÉ, Manager.

Offices in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars.
RESERVE FUND, 100,000 Dollars.

COURT OF DIRECTORS.

Chairman.—E. R. BELLING, Esq.
Deputy Chairman.—AD. ANDRÉ, Esq.
J. F. COADES, Esq. S. W. POMEROY, Esq.
H. HOPKINS, Esq. F. D. SASSOON, Esq.
A. MOLVER, Esq.

CHIEF MANAGER.

Hongkong, JAMES GREIG, Esq. Manager.
Shanghai, EVAN CAMERON, Esq.
LONDON BRANCH.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.

ON Current Deposit Account at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, Chief Manager.

Offices of the Corporation, No. 1, Queen's Road East, Hongkong, February 17, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the half-year ending on 31st December last, at the rate of Six per cent. per annum, say \$3.75 per paid-up Share of \$125, is payable on and after FRIDAY, the 18th Instant, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Board of Directors, JAMES GREIG, Chief Manager, Hongkong, February 17, 1876.

Intimations.

NOTICE.

A MAN'S character should be judged from what it has been before, and by that means elegance or worthlessness can be discerned. A story should be judged by its true or false bearings, so that right and wrong may be distinguished. These remarks apply to the case in which Messrs Tang Shun Yee and Woo Lin Tak were, on the 27th day of the 10th moon last year (24th November 1875); slandered by Lai Ming Chun.

Messrs Tang Shun Yee and Woo Lin Tak have been residing for more than ten years in Hongkong and have always been employed in representing Nam Pak Hong in their transactions with foreigners. While their character stands high, their conduct is excellent, and they have for a long time been respected by both Chinese and foreigners. They have not only borne a name that is approaching to anything improper, but they have not in the course of all their actions done anything objectionable. Unexpectedly, however, slander came upon them—unaware, but of course, when virtue stands high, reproach will come. They were therefore falsely charged by Lai Ming Chun's letter, which was void of all truth, with selling people for emigration abroad. They are indeed labouring under a false imputation from which it is now difficult for them to clear themselves. Our office, therefore, in punishing Lai Ming Chun for having done what he ought not to have done, orders him—and he consents—to pay the sum of \$600; the amount of legal expenses; he has also by way of punishment to pay \$25 into the Poor Box for the benefit of the Hongkong Poor. He is further punished by having to pay the expenses of advertising in the Chinese and foreign newspapers in the Colony, three of each, for the period of one month, a notice which will bring before the public his sin in this defamation. Reparations like these will, perhaps, allow in a measure the indignation which Messrs Tang and Woo feel.

When a man finds fault with others he ought in the first instance to enquire whether he himself is unblemished. Now Lai Ming Chun, as a man, is not one who is numbered among the gentry, nor is his name pronounced by the lips of the illustrious. Yet he falsely dilates in slanderous language and spreads diffused by word of mouth stories to the detriment and pollution of (the good name of) Messrs Tang and Woo. It was right therefore that Messrs Tang and Woo sought to sue him in the Courts of Justice, and he was on the eve of being punished by the utmost penalty of the law. Fortunately, however, Messrs Tang and Woo's magnanimity is expansive as the sea and as capacious as the ocean, and they deal with people liberally; with that end in view, they therefore prefer, instead of punishing him, as he rightly deserves, to forgive him the enormous crime of which he has been guilty. Having ceased litigation now, they have no resentment against any one, and by so doing, they cherish the friendly tie that exists amongst the Chinese clans. They have also shown that in doing this they are inflicting a lenient punishment for the sake of a great warning. They are indeed fully sustaining the benevolent principles of the great men, and for this act of theirs, may the happiness (or good fortune) of Messrs Tang and Woo never grow less.

THE UNIVERSAL CIRCULATING HERALD (TSUN WAN YAT PO).

Hongkong, February 19, 1876. mc19

NOTICE IN EXPLANATION OF A SLANDER.

THE principles of right or wrong will reveal themselves in course of time, and this saying is clearly set forth in the History of China. When undue reliance is placed on statements by word of mouth, a good argument is always wanting, and this is what the Book of Changes has always guarded people against. If a man is not guilty of anything seriously wrong, it is likely that he will submit himself to be tried.

With regard to Lai Ming Chun, he is indeed a bare-faced fellow, and one who has no regard for anything. On the 27th day of the 10th Moon last year (24th November 1875), he slandered Messrs Tang Shun Yee and Woo Lin Tak by falsely accusing them of being engaged in the nefarious trade of selling people for the purposes of emigration, and that in their transactions they were in fact kidnappers. And finally, he recorded the same in the Tsun Wan Yat Po, (The Universal Circulating Herald), so that Messrs Tang and Woo had thought of suing him before the local authorities, so that he might be punished for libelling people's character. Fortunately for him, however, Lai Ming Chun learnt in time of his own wrong in slandering the character of good men, and now he has voluntarily consented to pay the penalty of bearing the legal expenses in the sum of \$600, and to pay also (into the poor box) \$25 for the relief of the Hongkong poor; also, from his own funds, to pay the costs of inserting in the Chinese and foreign newspapers, three of each, for the period of one month, an article, in order to redeem himself from what he has been guilty of. But this, nevertheless, would not actually be sufficient to cover the enormity of his sin. The reason why Messrs Tang and Woo consented to these terms was because they had been advised by intimate friends, who urged that, inasmuch as both parties were Chinese men, how could they, Messrs Tang and Woo, have the heart to see him (Lai Ming Chun) put in a gaol of the foreigners? So that it would be far better that they should

Auctions.

PUBLIC AUCTION.

LAND AND PROPERTY.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

TUESDAY,

the 21st March, 1876, at Noon, on the Premises,—

All that piece or parcel of GROUND, registered in the Land Office as Section B of Inland Lot No. 584, and known as "Overbeck Court," situated in the rear of No. 9 Police Station, Cause Road, with the Six Messuages or Tenements standing thereon.

Annual Crown Rent, \$9.72.
TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the Deed of Transfer, the expenses of which to be paid by the purchaser. The Property to be at Purchaser's risk on the fall of the hammer.

For further particulars, apply to LANE, CRAWFORD & Co. Hongkong, March 11, 1876. mc21

CLEARANCE SALE.

SAYLE & Co. will offer, on and after TUESDAY Next, the 18th Instant, the remainder of their Winter Stock at Greatly Reduced

Prices, consisting of:—

Winter Costumes and Polonoises.

Ladies' Jackets and Mantillas.

Fancy Dress materials of all kinds.

Wool Plaids and Flannels.

Silks and Poplins.

Wool Shawls and Cloaks.

Trimmed and Untrimmed Hats and Bonnets.

Fancy Wool Goods.

Lace and Linen Sets.

Scarves and Sashes.

Boys' Suits.

Children's Dresses.

&c., &c., &c.

VICTORIA EXCHANGE.

Queen's Road & Stanley Street.

Shipping.

Steamers.

FOR COOKTOWN AND SYDNEY. (Taking through Cargo for MELBOURNE.)

The Eastern and Australian Mail Steam Co.'s Steamer "BRISBANE," Captain BALFOUR, will be despatched as above on TUESDAY Next, the 14th Instant, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, March 9, 1876. mc14

FOR SAN FRANCISCO (DIRECT.)

The Steamship "CROCOD,"

Capt. Jor, will be despatched as above on WEDNESDAY, the 15th Instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, March 1, 1876. mc16

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "PENGUIN,"

Captain COWELL, will leave for the above Ports on SATURDAY, the 18th Instant, at 3 p.m.

Despatches will close at 2.30 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, March 9, 1876. mc16

FOR SINGAPORE, PENANG AND CALCUTTA.

The Steamship "ARRATON APOAR,"

Capt. McTAVISH, will leave for the above Ports on SATURDAY Next, the 18th Instant, at 3 p.m.

Despatches will close at 2.30 p.m.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, March 9, 1876. mc16

Shipping.

Steamers.

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

The Company's Steamship "DIOMED,"

will be despatched on or about the 18th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 11, 1876. mc18

Sailing Vessels.

FOR SAN FRANCISCO.

The A-1 British Clipper Ship "SYDENHAM,"

FRANK BRISTOW, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, March 4, 1876.

FOR SAN FRANCISCO.

The A-1 American Ship "LATHLEY RICH,"

RAY T. LEWIS, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, February 1, 1876.

FOR PORTLAND (OREGON).

The A-1 American Ship "SAMUEL G. REED,"

WHITE, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, February 1, 1876.

FOR NEW YORK.

The A-1 American Ship "HAZE,"

WILKINSON, Master, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, February 1, 1876.

FOR LONDON.

The A-1 British Ship "SARAH NICHOLSON,"

933 Tons Register, Captain SELKIRK, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co.

Hongkong, February 5, 1876.

FOR SAN FRANCISCO.

The A-1 British Ship "SEALIMAR,"

WALKER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, March 4, 1876. ap15

FOR SAN FRANCISCO.

The A-1 American Ship "NIGHTINGALE,"

PAIMER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, March 4, 1876. ap15

FOR SAN FRANCISCO.

The American Ship "SUMATRA,"

MULLIN, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, February 23, 1876. mc23

FOR PORTLAND.

The A-1 German Bark "CENTAUR,"

OFFERER, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, February 23, 1876. mc23

FOR SAN FRANCISCO.

The A-1 American Ship "MARY WHITRIDGE,"

CUTLER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co.

Hongkong, March 6, 1876. ap20

FOR HAMBURG.

The A-1 German Bark "NICOLINE,"

818 Tons Register, Captain ABELMAN, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, February 23, 1876.

Shipping.

Sailing Vessels.

FOR MELBOURNE & SYDNEY.

The A-1 Barque "SPIRIT OF THE AGE,"

Captain JOHNSON, will have quick despatch for the above Ports.

For Freight or Passage, apply to ROZARIO & Co.

Hongkong, February 9, 1876.

Notices to Consignees.

FROM LONDON AND SINGAPORE.

THE S.S. Glenasmole having arrived, Consignees are hereby informed that their Goods are being landed at their risk, and stored by the Undersigned at their Godowns, whence and from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shanghai unless notice to the contrary is given before Noon To-morrow.

Cargo remaining undelivered after the 15th Instant will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents S. S. Glenasmole.

Hongkong, March 6, 1876. mc16

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. Venice, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send their Bills of Lading for countersignature to the Undersigned and to take immediate delivery of their goods. Calcutta Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense. Cargo from Penang and Singapore is being landed and will be delivered from the Wharf or Godown.

No Fire Insurance has been effected. JARDINE, MATHESON & Co. Hongkong, March 6, 1876. mc16

NOTICE.

CONSIGNEES of Cargo per S. S. Venice from Calcutta, are hereby informed that owing to the delay in taking delivery, all Cargo now on board will be landed by the Undersigned at their Godowns at East Point, whence delivery may be obtained. JARDINE, MATHESON & Co. Hongkong, March 9, 1876. mc16

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. Ararat, having arrived from the above Ports, Consignees of Cargo by her are requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their goods.

Cargo impeding her discharge will be at once landed and stored at their risk and expense. DAVID SASSOON, SONS & Co., Agents.

Hongkong, March 9, 1876. mc16

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer Patroclus, are hereby notified that the Cargo is being discharged into craft, and landed at the Godowns of the Undersigned, in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after the 8th March, 1876.

Goods undelivered after 16th March, 1876, will be subject to rent. BUTTERFIELD & SWIRE, Agents.

Hongkong, March 8, 1876. mc16

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. HOGGLEY.

NOTICE.

CONSIGNEES of Cargo per S. S. "Euphrate" from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained from Friday, the 10th Instant, at 10 o'clock a.m.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before 4 p.m. Today, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Thursday, the 16th March, at Noon, will be subject to rent and landing charges.

No Fire Insurance has been effected. G. DE CHAMPEAUX, Acting Agent.

Hongkong, March 9, 1876. mc16

FROM LONDON, PENANG AND SINGAPORE.

THE S.S. Quongis having arrived, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk by the Undersigned, into their Godowns, whence and from the Wharf or Boats delivery may be obtained.

Optional Cargo will be forwarded to Shanghai unless notice to the contrary is given before 2 p.m. To-day.

All ammunition is being put into boats and will be landed at the Government Depot at Consignees' risk and expense, unless taken immediate delivery of.

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents S. S. Quongis.

Hongkong, March 10, 1876. mc17

For Sale.

FOR SALE.

THE UNDERMENTIONED LAND AND BUILDINGS.

AT HONGKONG:—

INLAND LOT 82.—The well-known House and Office lately occupied by Messrs A. Heard & Co., adjoining the Cathedral Compound. The ground below the masonry retaining wall of the above, abutting on the Queen's Road.

Annual Crown rent, \$390.48.

MARINE LOT 111, WANCHAL.—First-class and extensive Godowns.

Annual Crown rent, \$324.

INLAND LOT 591.—Situated on the Bonham Road and one of the finest sites for Villa residences in the Colony.

Annual Crown rent, \$70.78.

FARM LOT 17, POKPOW, adjoining Messrs Butterfield & Swire's premises.

Annual Crown rent, \$25.

AT KOWLOON:—

MARINE LOT 4.—With a frontage of 100 feet on the Praya, and with an area of 80,000 feet.

Reduced Annual Crown rent, \$10.

AT YOKOHAMA:—

LOTS No. 6 and No. 27 in the Foreign Settlement.

No. 6 is situated on the Bund, and comprises an eight-roomed Dwelling House, detached, with Garden all round, Offices, Godowns, Servants' Quarters and Out-houses. Area 1,064 Tsobos of 36 square feet.

Annual Ground rent, \$283.79.

No. 27 is separated from No. 6 by Water Street and comprises large Tea Firing and other Godowns, Floss Silk Press, Compressor's Quarters, Stabling and Fire Engine House. Area, 654 Tsobos.

Ground rent, \$154.97 per annum.

Applications for purchase, or further information, to be made to

J. WHITTALL,
T. G. LINSTED,

Trustees A. Heard & Co.'s Estate,
23, Queen's Road, Hongkong.

Hongkong, February 1, 1876.

FOR SALE.

200 Casks CLARET from BORDEAUX.

Apply to LANDSTEIN & Co.

Hongkong, March 10, 1876.

TAKASIMA COLLIERY.

JARDINE, MATHESON & Co., Agents.

FOR SALE.

FRESH TAKASIMA COAL, in lots to suit purchasers. Large, Hand-picked, Double-sorted at \$8 per Ton. Small, at \$6 per Ton.

Apply to T. G. GLOVER,
No. 7, Queen's Road and at East Point.
Hongkong, December 3, 1876.

To-day's Advertisements.

STEAM TO SHANGHAI.

The P. & O. S. N. Co.'s S. S. "GEELENG"

will leave for the above place on TUESDAY, the 14th Inst., at Daylight, instead of as previously notified.

A. MOYER, Superintendent.

Hongkong, March 13, 1876. mcl4

FOR SWATOW, AMOY & FOCHOW.

The Steamship "K'WANGTUNG,"

Capt. F. ASHTON, will be despatched for the above Ports on WEDNESDAY, the 15th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co.

Hongkong, March 13, 1876. mcl5

FOR SHANGHAI.

The Steamship "QUANGSE,"

Captain G. H. JONES, will leave for the above Port on WEDNESDAY, the 15th Inst., at 10 a.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, March 13, 1876. mcl5

FOR AMOY, TAKAO AND TAMSUI.

The Steamship "HAILONG,"

Captain ASHTON, will be despatched for the above Ports on THURSDAY, the 16th Instant, at Noon.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co.

Hongkong, March 13, 1876. mcl6

FOR MANILA.

The Steamship "ESMERALDA,"

Captain TREBACH, will be despatched for the above Port on FRIDAY, the 17th Instant, at Noon.

For Freight or Passage, apply to A. MACG. HEATON.

Hongkong, March 13, 1876. mcl7

FOR MANILA.

The Spanish Steamer "LEONOR,"

will be despatched for the above Port on FRIDAY, the 17th Inst., at 3 p.m.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co.

Hongkong, March 13, 1876. mcl7

SHIPPING.

ARRIVALS.

March 12, *Geelong*, British steamer, 1,130, O. Fraser, Bombay February 22.

Galle 27, *Pennang* March 3, and Singapore 8, *Male* and *General*,—P. & O. S. N. Co.

March 18, *Yangtze*, British steamer, 788, Schultze, Shanghai March 28, *General*,—Simsen & Co.

DEPARTURES.

Mar. 11, *Ningpo*, for Canton.

11, *Geelong*, for Shanghai.

11, *Tientsin*, for Bangkok.

11, *Victoria*, for Bangkok.

12, *Yaso*, for Swatow, &c.

12, *Asia*, for Saigon.

13, *Ides of the South*, for Manila.

13, *Montgomeryshire*, for Saigon.

CLEARED.

Ino, for Whampoa.

Carriaco, for Manila.

Pardo, for Saigon.

Montgomeryshire, for Saigon.

Gunga, for Amoy.

Brema, for Hongkong.

Ferdinand, for Bangkok.

PASSENGERS.

ARRIVED.—Per *Geelong*, for Hongkong: from Southampton, Mrs. W. C. Johnston, Commander H. Hippley, R.N., Messrs H. O. Small, J. Fabian, and W. McFarlane;

from Bombay, Mr. Cassam Amerally; from Penang, 9 Chinese, and 5 Chinese for Swatow; from Singapore, Sub-Lieut. C. Halley, R.N., Mr. L. Matthews, and 11 Chinese.

For Shanghai: from Southampton, Messrs A. Jones, Bailey, and J. Muir. For Yokohama: from Southampton, Mr. and Mrs. Milne, The Marquis of Kildare, Capt. Saunders; from Brindisi, Mr. T. Casely; from Singapore, Mr. William O'Connor.

Per *Yang Tze*, Mr. F. H. Thomas, and 64 Chinese.

DEPARTED.—Per *Menzel*, for Yokohama, Sir Harry and Lady Parkes, and Mr. Antonio Sanchez de Luna.

Per *Hoogly*, for Shanghai, Messrs Talbot Oliphant, G. Wheeler, Daly, Falcon de Cimor, Viay, 5 Chinese, 1 woman and 2 children.

Per *Yaso*, for Swatow, Mr. J. B. Scott; for Amoy, Dr. and Mrs. Manson; for Fochow, Messrs E. Sheppard and J. Byrne; and 200 Chinese.

To DEPART.—Per *Gunga*, 130 Chinese.

Per *Pardo*, 1 cabin and 10 Chinese.

Per *Brema*, 10 Chinese.

Per *Ferdinand*, 20 Chinese.

Per *Bombay*, for Yokohama, Mr. and Mrs. Milne, The Marquis of Kildare, Captain Saunders, Messrs W. T. Casely, W. O'Connor, S. Muramatsu, Hawkins, Wye Sing and 14 deck.

SHIPPING REPORTS.

The British steamer *Yang Tze* reports: light variable winds and calm, with rain and fog, anchored off Nine Pins at 7 p.m. of March 12th in dense fog.

POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE:—

For SINGAPORE, SOMERSET, COOK-TOWN, CLEVELAND, BAY, BOWEN, ROCKHAMPTON, MIPPEL BAY, BRISBANE, SYDNEY, TASMANIA AND MELBOURNE.

Per *BRISBANE*, at 11.30 a.m. on Tuesday, the 14th Instant, instead of as previously notified.

For SWATOW, AMOY & FOCHOW.—Per *K'WANGTUNG*, at 5 p.m. Tomorrow, the 14th Inst.

For YOKOHAMA & SAN FRANCISCO.—Per *OROCUS*, at 1.30 p.m. on Wednesday, the 15th Instant, instead of as previously notified.

For AMOY, TAKAO AND TAMSUI.—Per *HAILONG*, at 11.30 a.m. on Thursday, the 16th Inst.

For MANILA.—Per *LEONOR*, at 2.30 p.m. on Friday, the 17th Inst.

For SINGAPORE, PENANG & CALCUTTA.—Per Indian Mail Packet *PENGUN*, at 2.30 p.m. on Saturday, the 18th Inst.

Per Indian Mail Packet *ARRATON* / *PCAR*, at 2.30 p.m. on Saturday, the 18th Inst.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet *GRAND REPUBLIC*, will be despatched on WEDNESDAY, the 15th Instant, at 3 p.m. with the Mail.

For Yokohama, San Francisco, the United States and the United Kingdom.

The Post Office will be open for the reception of Ordinary Letters, Books, Newspapers, &c., until 2.30 p.m.

Letters can be posted on board the Packet from 2.30 p.m. to 2.50 p.m. on payment of a Late Fee of 12 cents in addition to the Postage.

The prepayment of the Postage to all the above places by this route is compulsory. Correspondence insufficiently prepaid will be forwarded by the E.-G. Packet.

Correspondence addressed to Yokohama, and the United States, must be super-scribed per *Grand Republic*, and that addressed to the United Kingdom, must be super-scribed "via San Francisco."

ALFRED LISTER, Postmaster General.

General Post Office, Hongkong, March 3, 1876. mcl5

MAILS BY THE ENGLISH PACKET.—The English Contract Packet *LOMBARDY*, will be despatched with the Mails for Europe, &c., on THURSDAY, the 16th Instant.

The following will be the hours of closing the Mail, &c.:—

Wednesday, 15th Instant.

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night Box, which remains open all night.

Thursday, 16th Instant.

7 a.m., Post Office opens for sale of Stamps, Registry of Letters, and Posting of all correspondence.

10 a.m., Post Office closes except for Late Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted on payment of a Late Fee of 18 cents extra Postage until

11 a.m., when the Post Office Closes entirely.

11.30 a.m., Letters (but Letters only) addressed to the United Kingdom via Brindisi or to Singapore may be posted on board the Packet on payment of a Late Fee of 48 cents extra postage.

11.50 a.m., Posting on Board ceases.

ALFRED LISTER, Postmaster General.

General Post Office, Hongkong, March 3, 1876. mcl6

MAILS BY THE FRENCH PACKET.—The French Contract Packet *TIGRE*, will be despatched on THURSDAY, the 16th Instant, with Mails to and through the United Kingdom via Marseilles; to Europe, Saigon, Singapore, Galle, Australia, New Zealand, Aden, Suez, and Alexandria.

The following will be the hours of closing the Mails, &c.:—

Wednesday, 22nd Inst.—

5 p.m., Money Order Office closes. Post Office closes except the Night Box, which remains open all night.

ALFRED LISTER, Postmaster General.

General Post Office, Hongkong, March 9, 1876. mcl6

General Memoranda.

WEDNESDAY, March 15.—

Daylight.—*K'wangtung* leaves for Swatow, Amoy and Fochow.

10 a.m.—*Quangse* leaves for Shanghai.

Noon.—*Crocus* leaves for San Francisco (direct).

3 p.m.—American Mail leaves for Yokohama and San Francisco.

Goods per *Glenea* undelivered after this date subject to rent.

THURSDAY, March 16.—

Noon.—English Mail leaves for Ports of Call and Europe.

Noon.—*Hailong* leaves for Amoy, Takao and Tamsui.

Goods per *Patroclus* undelivered after this date subject to rent.

Goods per *Hoogly* undelivered after Noon, subject to rent and landing charges.

FRIDAY, March 17.—

Noon.—General Weekly Sale by Messrs Lane, Crawford & Co.

Noon.—*Emeralda* leaves for Manila.

3 p.m.—*Leonor* leaves for Manila.

SATURDAY, March 18.—

3 p.m.—*Penguin* leaves for Singapore, Penang and Calcutta.

3 p.m.—*Arratoon* leaves for Singapore, Penang and Calcutta.

Diomed leaves for London on or about this date.

MONDAY, March 20.—

Noon.—Sale of Pumps, Boiler, &c., at Cosmopolitan Docks.

TUESDAY, March 21.—

Noon.—Sale of "Overbeck Court."

FRIDAY, March 24.—

3 p.m.—Meeting of Shareholders of The Chinese Insurance Co., Limited.

SATURDAY, April 1.—

3 p.m.—Occidental & Oriental S. S. Co.'s Steamer *Belgia* leaves for Yokohama and San Francisco.

Warrants against undelivered Dividends, Bonus or Interests on Victoria Fire Insurance Co., to be presented before this date.

SATURDAY, April 22.—

Claims against the Estate of Captain Lawrence Young, deceased, must be sent in on or before this date.

FRIDAY, June 30.—

Claims against the Estate of Diederich Heilmolt, Quirino Antonio Gutierrez, Martin Carroll, Dora Howard, and Henry Roberts, deceased, must be proved on or before this date.

MONDAY, July 31.—

Claims against the Estates of Gustav Tibbler, Edward Parker, Edward Richard Handley, K'wong Tham, Lam Kok Cheong, Lee Ah Yon, Leung Sew Fung, Man Chan, and a Chinaman, name unknown, No. 11, deceased, must be proved on or before this date.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Geelong* leaves for Shanghai.

Noon.—*Brisbane* leaves for Cooktown and Sydney.

TO ADVERTISERS.

It is requested that all advertisements be sent, when practicable, by 4 p.m., to allow of the early issue of the paper.

The publication of this issue commenced at 7.15 p.m.

MARRIAGES.

On the 31st Jan., at All Saints, Margaret-street, by the Rev. Arthur Brinkman, Sub-Chaplain of the All Saints' Home, George Frederick Corbett, of Hither-green, Lewisham, to Susan Ellen, eldest daughter of the late Crawford Kerr, of Hong Kong.

On the 27th Jan., Henry Eneas Sidford, Chinese Imperial Customs, to Elizabeth (Totie), youngest daughter of Thomas H. Reilly, Laranda, Grosvenor-road, Rathgar.

DEATHS.

On the 28th Jan., at Quebec House, New Cross-road, Henry, the third son of George Wallis, late of Shanghai, aged 32.

On the 29th Jan., at Greenheys, Manchester, Mary Jane, wife of Thomas Brittain, and sister of W. W. Dale, 4, St. James-terrace, Hyde-park, late of China, deeply lamented.

On the 31st Jan., at 22, Prince of Wales-terrace, Kensington, of bronchitis, George Masfen, infant daughter of Oliver and Janie Latham, aged six months.

THE CHINA MAIL.

HONGKONG, MONDAY, MARCH 13, 1876.

The peculiarities of "pidgin English" have formed so fruitful a theme of home journalistic and magazine ridicule that, despite our antipathy to its uncouth idioms, we feel strongly tempted to devote a few lines to the "other side of the question." The fact is that "pidgin English" is a much more important dialect than its opponents would have us believe. It is not merely the *lingua franca* of a vast native population on the Chinese seaboard, but actually contains within itself some elements of vitality worthy of the attention of the philologist. Glad as we have been to note the increased attention paid to Chinese by Europeans, we have never ranked ourselves amongst those who supposed that either pure English or pure Chinese would within a very short period replace this time-honoured patois. Of the grammatical horrors of "pidgin English" we have of late heard a great deal. No later than last Saturday we copied from the *Pail Mail Gazette* an amusingly-written article on the subject. But bearing in mind that (*pace* the philosopher who suggested a different interpretation) words were invented to express thought, "pidgin English" possesses certain claims, in this utilitarian era, to respect. Failing any other apology, let us see what can be said in its favour. Our testimony will be the more impartial inasmuch as we have ever heartily encouraged the study of pure Chinese or pure English on the part of the foreign and native inhabitants of Hongkong and the open ports, respectively.

The two languages chiefly concerned are, to begin with, undoubtedly the most difficult of their classes to be found the wide world over. Impense as are the difficulties to a Chinese of learning English, they are nothing compared to those encountered by an Englishman in endeavouring to learn Chinese. The former is simply told that he can disregard tone altogether; but the latter is introduced to a form of speech so curious, and so utterly at variance with all preconceived ideas on the subject of language, that the task to him seems well nigh insuperable. It is quite true that nine months' or a year's hard study of any particular dialect will enable people of average linguistic ability to master enough colloquial to converse with compadres and others—though any such period is quite useless to those who would essay a *thorough* comprehension of the ordinary talk of the people surrounding him. Many have not the time and a larger number have not the inclination, or ability, to make the most difficult of spoken languages a subject of special study. The facilities on the Chinese side for acquiring a knowledge of English are undoubtedly, as regards Hongkong, great. But supposing every boy educated under government auspices for the next ten years to acquire a fair knowledge of the spoken language, the total number would form only a small percentage of those brought into contact with foreigners at the open ports. The innate conservatism of the Chinese, again, tells in favour of the retention of "pidgin," inasmuch as books for teaching it have already found extensive favour in native eyes. Jargon as it is, it nevertheless contains within its narrow limits certain important qualities. Its grammar—for it has a grammar as regular at least as that of Chinese or Turkish—is essentially native, and is hence acquired without effort by ambitious servants, while easily comprehended by all Englishmen after a few weeks' familiarity; its words are of course English, made easy to the native tongue by terminations which obviate the chief difficulty experienced by the Chinese in pronouncing our words. The double *s* at the end of such words as *michas, likes, waltes*, &c., is not a senseless and idiotic addendum, but a ready means of getting over the final sounds of *ch* and *k*. The use of prepositions, adverbs &c., in forming the inflections of verb tenses is in strict accordance with a practice obtaining in numerous Asiatic languages but of course most fully in Chinese. Thus I like, I liked, I shall like, when converted into "my likes," "my hab likes," "my b'm by likes," simply follow a definite rule. A good deal is said about the want of flexibility in the "pidgin" dialect. But those who ever heard such men as the elder Howqua, or others of the old Hong merchants of the factories, converse in it, are scarcely disposed to insist very much on this point. Their vocabularies of concrete words were ample, and they spoke with a fluency which showed possibilities of expression seldom realized by those who listen to their successors. A further advantage of "pidgin English" deserves also not to be overlooked. The universal custom of having servants in constant attendance at table &c. would make their perfect comprehension of all that was said by their masters and mistresses somewhat embarrassing; and the use of "pidgin" obviates this nuisance.

Briefly summed up, the recommendations of this singular outcome of the intercourse between the two nations are as follows. It provides a means of easy intercommunication between all who speak, or have even a partial acquaintance with, English and Chinese. It is acquired without effort by the former and at a minimum cost of study by the latter. Philologically considered it is neither silly nor absurd in its rules, while it leaves both sides in equal ignorance of what is said in pure Chinese or English. Surely these advantages are at least worth remembering in all discussions which have its abolition for their object. If asked whether we should recommend its retention as a means of intercommunication, we reply "yes, within certain limits." Officials of all grades, without exception, missionaries, travelling or in land agents of mercantile houses, and professional men, such as lawyers, who frequently have to master niceties of statement or evidence, should undoubtedly exert themselves to acquire the dialect of the neighbourhood in which they live (or the official speech, as the case may be) without loss of time. Similarly all Chinese who have to transact official business with Englishmen, or desire to rise in foreign employment beyond the status of servants, should make a similar effort on behalf of English. But having said this we have, we imagine, said all. As regards foreigners a knowledge of Chinese will, we venture to say, remain for many long years to come a decided speciality, and like other specialities will command its price. A knowledge of the written language will, even more than that of Japanese and Burmese, remain a distinctive qualification, confined to the few. It is usually estimated that the number of foreigners of all nationalities acquainted with Chinese—i.e. able to speak a dialect and to read fairly—was under 450 and a careful enquiry leads us to regard this estimate as tolerably correct. The total number of foreigners in China, exclusive of soldiers and sailors, police and others whose names are not given in directories, is somewhat less than 8,000; so that reckoning the same total of foreigners now in China as 12,000, about one in twenty-five has a knowledge of the language. This is a per cent, and is probably a lower rate than is to be found in any other country. Nor so long as the present

SUPPLEMENT
TO THE
CHINA MAIL.

HONGKONG, MONDAY, 13th MARCH, 1876.

Merchant Vessels in Hongkong Harbour.

Exclusives of Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h*, near the Kowloon shore *k*, and those in the body of the Harbour or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's Office to the P. and O. Co.'s Office.

Section.

5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Arratoon Apar	5 c	Mactaviah	Brit. str.	1392	Mar.	8 David Sassoon, Sons & Co.	S'pore and Calcutta	
Asia	4 k	Molten	Dan. str.	880	Mar.	7 Wm. Pustau & Co.	Saigon	
Ben Ledi	3 c	Buchanan	Brit. str.	999	Mar.	1 Jardine, Matheson & Co.	S'pore and Penang	With Mails
Bombay	4 k	Smith	Brit. str.	1327	Feb.	28 P. & O. S. N. Co.	Yokohama	
Brisbane	4 c	Balfour	Brit. str.	1700	Mar.	5 Gibb, Livingston & Co.	Australia	
Cresus	5 c	Joy	Brit. str.	1300	Feb.	23 Jardine, Matheson & Co.	San Francisco	On Slip
Fyen	1 h	Torm	Dan. str.	919	Feb.	27 Wm. Pustau & Co.	Shanghai	
Glencarn	5 c	Auld	Brit. str.	1375	Mar.	8 Jardine, Matheson & Co.	Shanghai	With Mails
Geelong	4 c	Fraser	Brit. str.	1139	Mar.	12 P. & O. S. N. Co.	Ythama & S. F.isco	
Great Republic	3 h	Cobb	Amer. str.	3881	Mar.	10 P. M. S. S. Co.	Coast Ports	
Gunga	5 h	Garceau	Brit. str.	797	Mar.	11 Remedios & Co.		
Kwangtung	5 h	Ashton	Brit. str.	491	Mar.	11 Douglas Lapraik & Co.		
Macgregor	4 c	Grainger	Brit. str.	1413	Mar.	10 Gilman & Co.		
Montgomeryshire	4 c	Sturrock	Brit. str.	1146	Mar.	8 H. Klar		Put back
Noma	2 h	Walker	Brit. str.	606	Feb.	24 Kwok Acheong		Laid up
Pawtuxet	4 k	.....	Amer. str.	280	June	18 Ang. Heard & Co.		
Pardo	4 c	Power	Brit. str.	703	Mar.	8 Landstein & Co.	Saigon	
Penguin	5 h	Cowell	Brit. str.	1172	Mar.	6 Jardine, Matheson & Co.	S'pore and Calcutta	
Quanao	5 c	Jones	Brit. str.	1784	Mar.	10 Jardine, Matheson & Co.	Shanghai	
Thirgavalla	5 k	Mourier	Dan. str.	1577	Mar.	8 Wm. Pustau & Co.	Saigon	
Venice	8 h	Watson	Brit. str.	1271	Mar.	8 Jardine, Matheson & Co.		
Washl	4 c	Hunter	Brit. str.	265	Mar.	9 Landstein & Co.	Coast Ports	Lpk's Wharf
Yesso	5 h	Punchard	Brit. str.	559	Mar.	8 Douglas Lapraik & Co.		Repairing
Yotung	2 h	.....	Brit. str.	324	June	9 Kwok Acheong		
Sailing Vessels								
Albatros	4 c	Koppelman	Ger. bk.	377	Feb.	16 Melchers & Co.		
Alden Besse	5 c	Noyes	Amer. bk.	842	Mar.	10 Captain		
Annie Gray	5 c	Moore	Brit. sh.	727	Mar.	9 Rozario & Co.		
August	3 k	Rijs	Ger. bg.	274	Mar.	3 Eduard Schellhass & Co.	Tientsin	
August Friedrich	2 k	Nielsen	Ger. bk.	420	Feb.	10 Siemens & Co.	Manila	
Boreal	2 h	Beaujeaz	Fch. bk.	678	Jan.	25 Landstein & Co.	Rangoon	
Brema	3 c	Timpe	Ger. bk.	380	Feb.	26 Wieler & Co.	Haiphong	
Hua. Cao	2 h	Lange	Siam. bk.	340	Mar.	7 Chinese		
Carrieks	7 h	Carr	Brit. bk.	916	Feb.	14 Melchers & Co.	Manila	
Centaur	3 c	Offerson	Ger. bk.	468	Jan.	12 Russel & Co.	Portland	
Charité	4 c	Hervé	Fch. bk.	255	Feb.	21 Carlowitz & Co.	Tientsin	
Charter Oak	4 c	Smith	Amer. sh.	903	Nov.	11 Jardine, Matheson & Co.		Repairing
Chateaubriand	4 c	Hurne	Fch. bk.	384	Mar.	10 Carlowitz & Co.		
Christina A. P.	8 h	Federico	Amer. sch.	175	Jan.	8 Order		
Colombo	2 c	Heuer	Brit. bk.	364	Feb.	8 Capt. Sands		
Dora	4 k	Ytuarte	Span. bg.	320	Mar.	9 H. Klar		
Edmond Gressier	4 c	Fauquet	Fch. bk.	300	Mar.	4 Landstein & Co.		
Emma	4 c	Grau	Ger. bk.	340	Feb.	22 Wm. Pustau & Co.		
Emeralda	4 c	Hansen	Ger. bk.	788	Feb.	28 Melchers & Co.		
Fanny	8 c	Rousal	Fch. sh.	1138	Mar.	8 Landstein & Co.		
Ferdinand	4 k	Holler	Ger. bk.	416	Feb.	22 Melchers & Co.		
Formosa	4 c	Schweer	Ger. bk.	282	Mar.	4 Melchers & Co.		
Forward	3 c	Strachan	Brit. bk.	748	Mar.	8 Rozario & Co.		
Franz	7 c	Hildebrandt	Brit. sch.	148	Dec.	18 Frazar & Co.	Saigon	
Garibaldi	4 h	Noyes	Amer. bk.	670	Dec.	17 Rozario & Co.	Portland	
Hermann	7 c	Bambach	Ger. sh.	848	Feb.	26 Melchers & Co.		
Humboldt	4 c	Stolt	Ger. bk.	330	Feb.	17 Eduard Schellhass & Co.		
Ino	4 c	Bannau	Ger. bk.	353	Feb.	8 Siemens & Co.	Whampoa	
Isles of the South	4 k	Le Coutour	Brit. sh.	821	Feb.	14 P. M. S. S. Co.	Manila	
James Wilson	4 c	Prideaux	Brit. bk.	326	Feb.	19 Carlowitz & Co.	Batavia	
James Vincombe	7 b	McPhe:son	Brit. sh.	638	Feb.	4 Ebell & Co.	Macao	
Lathley Rich	3 c	Lewis	Amer. sh.	1327	Feb.	21 Vogel, Hagedorn & Co.	San Francisco	
Lord Macduff	7 c	McDonald	Brit. bk.	527	Jan.	29 Borneo Company		
Marion	4 c	Howes	Amer. sch.	306	Mar.	8 Olyphant & Co.		
Memento	4 c	Ruvald	Brit. bk.	404	Mar.	10 Captain		
Naworth Castle	4 c	Linklater	Brit. bk.	354	Mar.	11 Wieler & Co.		
Nicoline	4 c	Ahlmann	Ger. bk.	320	Feb.	14 Arnold, Karberg & Co.	Hamburg	
Northampton	7 c	Barclay	Brit. sh.	1161	Mar.	4 Adamson, Bell & Co.		
Portia	3 k	Consterdine	Brit. bk.	400	Mar.	3 Arnold, Karberg & Co.		
Rookwood	8 c	Jewell	Brit. bk.	636	Mar.	10 Messageries Maritimes	Portland (Oregon)	
Samuel G. Reed	3 c	White	Amer. sh.	650	Dec.	18 Vogel, Hagedorn & Co.	London	
Sarah Nicholson	8 h	Selkirk	Brit. sh.	983	Jan.	2 Vogel, Hagedorn & Co.	Takao	
Sir Barry Farke	4 c	Chapman	Brit. sh.	886	Feb.	21 Melchers & Co.	Melbourne & Sydney	
Spirit of the Age	2 c	Johnson	Brit. bk.	347	Jan.	25 Rozario & Co.	San Francisco	
Sumatra	4 c	Mullin	Amer. sh.	1073	May	16 Frazar & Co.	San Francisco	
Sydenham	4 c	Bristow	Brit. sh.	1062	Feb.	26 Vogel, Hagedorn & Co.		
Taunton	7 c	Clark	Brit. sh.	688	Feb.	14 Siemens & Co.		
Thoon Kramom	3 c	Vorrath	Siam. bk.	476	Mar.	3 Siemens & Co.		
Union	4 c	Merisachevarria	Span. bg.	152	Mar.	4 Remedios & Co.	Bangkok	
Victory	7 c	Whitting	Brit. bg.	255	Feb.	20 Landstein & Co.		
Wm. Phillips	2 c	Holey	Amer. sch.	593	Mar.	10 Captain		
Wodan	5 c	Meyer	Ger. bk.	439	Mar.	8 Wm. Pustau & Co.		
WHAMPOA								
Haze		Wilkinson	Amer. sh.	634	Mar.	2 Vogel, Hagedorn & Co.	New York	
Nautilus		Blockey	Brit. bk.	232	Mar.	4 Eduard Schellhass & Co.	Tientsin	
Vesta		Dirks	Ger. bk.	302	Mar.	3 Melchers & Co.	Tientsin	
CANTON								
Ningpo		Rayner	Brit. str.	761	Mar.	13 Siemens & Co.	Shanghai	

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Audacious	dock	British	iron-clad (flag-ship)	6750	14	800	Feb. 27	Colomb
Bayan	6 c	Russian	corvette	2000	...	...	Mar. 6	Boyle
Egeria	7 h	British	steam sloop	727	4	120	Feb. 23	W. F. Castle
Flamer	7 h	British	aux. naval hospital	492	4	100	.....	D. M. Insp. Gen. Morgan.
Frolic	6 c	British	gun vessel	620	...	...	.....	C. E. Buckle
Lily	6 c	British	gunboat	620	...	...	Feb. 29	B. E. Cochrane
Ling Feng	6 c	Chinese	gunboat	2591	...	...	.....	Cocker
Mecanee	6 k	British	military hospital	295	4	60	.....	Capt. Becker
Mosquito	6 h	British	gunboat	464	...	...	.....	R. H. Paul
Thistle	6 c	British	gun vessel	3087	2	...	Feb. 27	Francis Stirling
Victor Emanuel	6 h	British	Commodore's flag ship	650	2	250	.....	Commodore Parish
Vigilant	7 h	British	despatch vessel	1069	2	...	Feb. 16	H. C. D. Ryder
Vladnick	6 c	Russian	corvette	1069	...	...	.....	Novosilsky

FOOCHOW SHIPPING IN PORT.

Mar. 4, 1876.

Chun Sheng	British steamer
Lulu	for Shanghai
Pallas	German barque
Peter	for Newchwang
*Yesso	for Hongkong

Paoting

*Peiho	American
Peking	French
Plymouth Rock	British
Shingking	American
*Stentor	British
Szechuen	American
Tunain	British

American

Leucadia	for London
Lunan	British brig
Mantura	British barque
Mary Whitridge	for New York
Oscar Vidal	British barque
Otto	German brig
Parana	French brig
Rositta McNeil	American barque
Rowena	British schooner
Titania	for New York
Tokatea	British ship
Vesta	American brig
Warden Appleby	British brig
Zohrab	German barque

SHANGHAI SHIPPING IN HARBOUR.

Mar. 3, 1876.

MERCHANT STEAMERS.	
Aden	Chinese
Appin	British
Batrak	Russian
Fire Queen	American
Fuyayama	American
Fuyow	Chinese
Honan	American
Howsang	Chinese
Hupoh	American
Lombardy	British
Lord of the Isles	British
Nagoya Maru	Japanese
*Ningpo	British

MERCHANT SAILING VESSELS.

Adelo	American schooner
Albert Victor	British barque
Alma	American barque
Almatia	American schooner
Benjamin Aymer	American barque
Bonita	British schooner
Condor	German brig
Cuba	British barque
Elliot's	British brig
Freestrader	British schooner
Gesiana	Dutch schooner
Gesine Brons	German barque
Janet	British brig

MEN-OF-WAR.

Asbuelot	American corvette
Kearsarge	American corvette
La Clocheterie	French corvette
Monocacy	American corvette
Palos	American gunboat
Tennessee	American corvette
Thalia	British corvette
Yantic	American gun vessel

* Since left port, or arrived at Hongkong.

(from the alleys) on both sides and from the hill behind on the rear of the burning mass. The verandah of the corner-house of the Chinese block leading eastward was also demolished, while strenuous exertions were made to keep the adjoining walls as cool as possible. As precautionary measure, the verandah of the No. 4 Police Station opposite was pulled down, and the building was removed from the bamboo framework over the building in course of erection in the Naval Yard; but the fire was confined to the building in which it commenced, and, as we have hinted, considerable credit is due to all who were engaged in attaining this desirable object.

We understand that the building destroyed had at one time been fitted up as a barrack for the gun-lascars, and the substantial woodwork may have given a certain impetus to the flames. This, taken together with the fact that Hing-kee, the military contractor, had there stored some firewood and about thirty tons of coal, explains the fierceness of the flames in spite of the comparatively empty condition of the building. The place simply burnt itself out; the roof fell in about midnight, and the heavy coping on the western side came down with a crash about half an hour subsequently. Fortunately there was little or no wind, and the falling sparks did not reach the Chinese houses to the westward. How the fire originated is altogether uncertain. It is said that it arose from the carelessness of certain coolies on the premises, while in the act of enjoying a social pipe together, and that the flames were first seen in a lumber room on the ground floor; but as yet it appears impossible to say either in what part of the godown, or by whose negligence the flames took their rise. Several of the fire engines were kept at work playing upon the burning ruin until a late hour in the morning; and the scene of the fire presented this morning the usual desolate and tumbled appearance peculiar to such unprofitable accidents. We understand that the damage will not amount to a very large sum, and that the loss is fully covered by insurance.

We may here observe that one of the most striking amongst the minor wants of the Fire Brigade is that of "horse-bridges"—whereby we mean short lengths of wood hollowed on the under side to allow the passage of the hose while wide enough to let ordinary carriages drive over them. For some time this morning every trap passing the locality of last night's fire was compelled to wait, and even then the hose was passed over at considerable risk of its injury. It is also to be regretted that no hook lines have as yet been provided, although frequent attention has been drawn to their great importance as a portion of Fire Brigade outfit. We trust that the hands of the Brigade will very speedily be strengthened in this respect, as hooks, &c., may be used independently of dried-up fire-plugs.

Manila.

From the *Diario de Manila* we glean the following items of news:—

The steamer *Leite* will take to Sooloo one thousand boxes of Remington cartridges for the use of the expeditionary force.

Amongst the preparations now being made for the return of the troops from Sooloo, it is contemplated to give a public ball at *afresco* in the Botanical Garden. No invitations will be issued, but all well-dressed Manilaes will be welcomed to the entertainment. The garden is to be handsomely decorated for the occasion.

From Zamboanga four hundred volunteers have tendered their services to the General commanding the expeditionary force at Sooloo and from Misamis about five hundred came forward under the leadership of a Padre. The *Gazette* praises in high terms the patriotic conduct of the Spaniards.

The *Leite* brought to Manila several wounded officers and men from Sooloo.

The hippodrome is attracting much public attention in Manila.

As soon as the news of the fall of Sooloo reached Manila there was a general cry of enthusiasm everywhere and a fine display of bunting in the bay; at night the city was brilliantly illuminated.

6,370 quintales of tobacco leaf are advertised for sale by auction on the 5th of April next.

A large quantity of bullion has been lately imported. The *Esmeralda* brought for the Chartered Bank \$100,000, and for the Hongkong and Shanghai Bank \$60,000 came by the *Gunga*. Messrs K & Co. also received \$4,000. All this bullion has been sent to the mint.

The Spanish Commissioners for the Philadelphia Exhibition have left Japan for San Francisco.

Straits Items.

(Times.)

"We learn with regret, but not with much surprise, that disturbances are again threatening in Sunghie Ujong, and the aspect of affairs is so threatening that a force of 200 men of H. M. 80th Regiment are under orders to proceed at a moment's notice to Malacca.

The following translations from the *Batavia Handelsblad* of the 26th ult., refer to the specie on board the sunken *Willem Kroonprins der Nederlanden*—

"The perseverance with which the cargo of the wreck has been fished up, has at length been crowned with success. On the 23rd instant dollars fished up from the wreck, of the value of about 100,000 guilders were brought here, and were received by the Chartered Bank of India, Australia, and China; there are expectations of saving the specie still remaining in the sunken vessel. The coins look black and dirty."

"The specie fished up from the sunken *Willem Kroonprins*, has become wholly black from the influence of the seawater. We understand that 250,000 guilders' worth of coin has been brought up, which is being chemically and mechanically cleaned."

The same journal also states that 5,000 tals of contraband opium were then on their way to Samarang from Bali.

On the occasion of the birthday anniversary of the king of the Netherlands on the 15th ultimo, 6 months' remission of sentence was granted to the notorious C. O. Schmidt, alias the Count van Attems.

The *Sourabaya Courant* of the 10th ultimo states that the Chinese cashier of the firm of Martin Droe and Co. there, was then in the hands of the police at that city for embezzling 35,900 guilders.

CHINA AFFAIRS AT HOME.

(From a London Correspondent.)

London, Feb. 4th 1876.

There has, for some time past, been a marked lull in respect to China matters. The excitement with regard to the murder of poor Margary seems to a great extent to have subsided and has not been re-aroused, as might have been thought likely, to be the case by the almost tragic announcement which appeared a short time since in the *Times* that General Margary had died partly in consequence of grief at the untimely loss of his son. The notice appeared in the ordinary way among the "Deaths" and scarcely anyone seems to have paused to consider how much was involved in the few words, which set forth how the cruel murder of the son had been also a murder of his aged father. It is, however, impossible to overlook the sad struggle which formed the closing scene of the life of General Margary. His letters to the *Times*, urging the Government to obtain redress for the foul outrage which had been committed, have a new significance when we find how deep was the feeling hidden under the dignified and temperate language which he used. Both father and son are now departed and yet by last accounts we have approached but little to a satisfactory settlement of this sad affair. Before this letter can reach you, you will have become acquainted with a later phase of the question than that which we now know of here, and it is to be hoped that the Mission of Mr. Grosvenor to Yunnan will prove the means of obtaining substantial redress. Still I must own that those whom I have conversed with as likely, from their acquaintance with Chinese affairs, to be able to form a true estimate of the matter, look with little satisfaction upon the whole course of the proceedings and see too many loopholes for evasion to leave room for a hope that we shall obtain anything more than an imaginary reparation. It is quite possible that everything will be conducted in regular form; that there will be an apparently complete investigation; that some unfortunate wretches will be executed and in fact that to all appearances will be carried out. But still with the recollection of the victims bought at Tla 500 a-piece to their friends to be despatched for the Tientsin Massacre, we cannot but feel considerable suspicion as to what will be really done by the Chinese in respect to an investigation in the far-off province of Yunnan, where it is an impossibility for us to know of our own knowledge what they actually do, as they are quite ingenious enough to throw dust into the eyes of Grosvenor and his colleagues. Of course this phase of the question entirely escapes the notice of people here, though it is satisfactory to find that the usual apathy with regard to China affairs was thrown aside in this instance, but unfortunately so long a time has elapsed that public sentiment has much cooled down; and the Chinese have actually gained to a great extent what they wanted by their evasion and delay.

You will notice that the question of the position of Spain with regard to Sooloo is attracting some attention. Your readers will doubtless recollect the excitement which was caused in Hongkong some years ago by the seizure of two foreign vessels (under the German flag) for evasion of the Customs regulations in those parts. The position of Spain is altogether anomalous, and it is probable it will become the subject of some enquiry. The *London and China Telegraph* says that the question has for some time past been under the consideration of the Law Officers. It seems that Sooloo was ceded to Spain as far back as 1851, but she has really up to the present been unable to get any footing in the island. I believe the theory of Spain is that the dependencies of Manila stretch away to an almost unlimited distance; but possibly other powers may not quite coincide with this somewhat magnificent view of the tributaries of her colony. Attention has been called to the subject here by the appearance of a telegram stating that Spain intended to send out forces to put down piracy at Sooloo. This it is already surmised only means that she intends making another attempt at reducing the island to subjection.

A curious case involving an important point of constitutional right, but of special interest in China on account of its bringing forward a history of affairs at Hongkong and Canton in the earliest days, has come before the Queen's Bench. The case is that of *Rustomjee v. the Queen*. I send you a condensed report, which will place your readers in possession of the main facts involved; but of course only conveys a faint idea of all the strange details which cropped up in the long arguments connected with this unexpected claim. It is in effect an action against the Queen for not having awarded the applicant his share of the indemnity money which was paid by the Chinese after the conclusion of the Nankin Treaty. The judgment went against the applicant, the Court holding that a petition of right did not under the circumstances of the case, lie against the Crown. The decision will doubtless give some dissatisfaction, but it is obviously the only reasonable one that could be arrived at. It is strange that the matter should have come forward after sleeping so long. I suppose the new Legal Procedure has something to do with it, and that the case could not have come forward under the old institution of the Courts.

There is a very strong feeling among old China residents with regard to the failure of Augustine Heard & Co., and your well-merited strictures upon the state of affairs in the China trade which it revealed were generally commended. The worst of such revelations is that people here are only too prone to take the excuse for the rule and to look with an unfavourable eye upon all who are in any way connected with China.

The Anti Opium Society continue active in their endeavours to further their cause. They have shortly to have an interview with the Secretary of State for India to urge their views upon him. It is to be feared, however, after the full discussion which the subject has received in Parliament, that little will be accomplished at all events at present in the direction they desire.

The last number of their "organ," the *Friend of China*, contains a lengthened reply to the article in the *China Mail*, commenting upon its views and statements in the paper which it published some time back under the heading of "Andi alteram parvam." I enclose a note which appears in this morning's *Hour*, on the Opium Trade, which will no doubt be of interest.

Police Intelligence.

(Before Both Magistrates.)

13th March, 1876.

CUTTING AND WOUNDING.

Ku Aon, a fishmonger, was charged with cutting and wounding a Chinese looking while in the execution of his duty. A boy bought some fish from the defendant, and finding himself short of cash, offered to take a smaller quantity. This the defendant refused to accept, while, on the other hand, the boy declined to take the fish. The defendant therefore gave the boy a slap on the face, and P. O. Akwan No. 278 interfered. The defendant got hold of a chopper and struck the complainant, cutting through four jackets and inflicting a wound on the complainant's side. He was sent to four months' hard labour.

UNLAWFUL POSSESSION.

Chan Afou, a house coolie employed at the Horse Repository, was charged with making use of his master's firewood for his own cooking. Fined 10 shillings for unlawful possession.

DISORDERLY CONDUCT.

Tam Afat, a barber, was charged with running about the streets with a sword in his hand during the fire last night. Fined \$5.

Two Chinamen were convicted of disorderly conduct in that they ran along the street armed with swords during the fire last night. They admitted the charge, but urged that they were protecting their goods, which were being removed from the vicinity of the fire. Fined \$5 each.

DAMAGE TO TREES.

Two coolies were found in possession of two bundles of what appeared to be dried branches, but on examination, they turned out to contain fresh broken-off branches. Fined \$5 each and to be exposed in stocks at the foot of Gap Hill for two hours.

LARCENY FROM THE PERSON.

Chan Apo, a hawker, was sent to six months' hard labour for attempting to snatch a handkerchief from one Abraham Eze, which contained five \$1 notes. The defendant was identified as having been in gaol before.

FIGHTING.

One house-coolie and four chair-coolies in the employ of Messrs Birley & Co. were charged with fighting on the premises. It originated from a dispute about the cleaning of an ice box. The 1st and 2nd defendants were fined \$2 each; the others \$1 each.

ROBBERY AT SEA.

Two Chinese firemen on board the P. M. S. *Great Republic*, were brought up for having stolen the treasury tank of the steamer and broken open a money chest containing sums of money in different packages, viz. \$595.25; \$217.75; \$31.02; \$75; and \$80. These amounts were sent from different shops in California to the Kwong Yuen rice shop for rice which this shop had sent to them. During the passage, this chest was broken open, and money to the value of \$412.05 was abstracted. The prisoners were suspected of the theft and on their persons a sum of \$175.80 was found.

After a preliminary examination, the case was remanded till to-morrow. Mr Emory, the agent of the P. M. S. Company, was present to watch the case.

CORRESPONDENCE.

A PLEA FOR THE SPANIARDS OF MANILA.

To the Editor of the "CHINA MAIL."

HONGKONG, March 13, 1876.

SIR,—Should you find nothing objectionable in the wording of the present letter, I shall feel obliged by your publishing it in your valuable paper. As an Englishman resident in Manila for the past nine years, and a lover of fair play, I should like to be allowed to say a few words against the unjustifiable attack made by the *Hongkong Times*, in the leading article of to-day, against Spaniards in the Philippines, their Government and their army. Some three or four months since, when a somewhat similar attack was made against them by the same paper, the whole foreign community in Manila were hoping that the local press there would have passed some without comment as it deserved to be. Unfortunately they did not do so, but it is to be hoped that upon this occasion they will not more wrongly and not measure words with an adversary, but more overthrew will carry away honour with it.

Spanish imagination may be fertile, and the facilities of their language great, but nothing they have written respecting Zulu can compete with the dowsy language and fertile imagination of the leading article referred to. Spaniards in the Philippines have always, and with reason, looked at Hongkong, its administration and its press as models to be copied, and it was a rude blow to them when some months since they were without justifiable reason attacked by one of its organs.

It is such attacks as these, generally made by outsiders, which breed ill-feeling between otherwise good friends, setting them at each other's throat. English merchants, amongst others, have a large interest at stake in the Philippines, enjoying many privileges there, and it may be imagined how unpleasant it is to those residing in Manila, living under and enjoying the protection of the Spanish flag, to see their hosts so roughly and unfairly handled by an English newspaper in a close and friendly English Colony.

The journalist alluded to can but know very little of the Philippines or its people, otherwise he would not publish such a statement as that Spanish authority there "hangs only by a hair, and a slight thing may fracture that at any moment." There is no anxiety in the world where the so-called "aborigines" are more peaceable or more loyal to their Government. The natives have a far deadlier hatred to the pirates of Zulu than ever the Spaniards have or had, a hatred of long standing, and the whole country heaved with pleasure the news that their Government had determined upon exterminating that nest of pirates. That the *Zulu Archipelago* is a nest of pirates, the *Hongkong Times* itself almost attempts to prove, as witness its issue of 10th inst., when notifying the lamented death of Commander Gray late of H. M. S. *Nassau*.

It is hard to reconcile the statement that the Sultan of Zulu is "no wild and barbarous chief of a horde of savages" but "the hereditary and representative head of a nation" with that of the one in which

appears that "the forts have been forced and the town burnt"; that is, a collection of mat hovels have been destroyed by fire, greatly to the increase of the comfort of the inhabitants whose stock of filth and animalcules have been consumed." The late owners of said hovels hardly give one the idea of men fighting "for their homes, their lives and the honour of their wives and daughters." In fact the whole article teems with statements of the same kind, and one would be led to suppose from its tenor all through that the writer of it, from the knowledge of Zulu and its affairs he assumes to possess, had lived there as an honored guest of its Sultan, partaking of its hospitality and living in the vermin and filth-lined hovels aforesaid lately known as the city of Zulu. If the Sultan of Zulu has under his command a hundred and fifty thousand fairly armed men, more honour than to the comparative handful of brave men who have done so much in so short a time. With respect to the slur against General Malcampo and his army, as being a "brutal and licentious soldiery," nothing need be said, as the General's good name is far too well known for such a slur to cause any feeling, but that of one of contempt for the person who could make it, and regarding the bravery of Spaniards in general better men than I or their traducers have written of it, leaving nothing upon that head necessary to be said here. My only object in the present letter is, that should you publish it, it may be seen in Manila and cause the result I wish, viz. that neither Spaniards there nor their public organs will take any notice of what has been written against them in the leading article in the *Hongkong Times* of to-day's date as being beneath their notice.

I am, Sir, Your obedient servant,

BAME J. MORRIS.

ARRIVAL OF THE ENGLISH MAIL.
The P. & O. steamer *Geelong*, Captain C. Fraser, arrived in the harbour yesterday morning from Bombay (22nd Feb.), Galle (27th), Penang (March 3rd) and Singapore (3th); bringing on the English mail of the 4th February.

LATE TELEGRAMS.
(Bombay Statesman.)

London, Feb. 8.—The Duchess of Edinburgh, will, after the London season, go to Russia, where the Duchess will make a stay of some length during the absence of His Royal Highness the Duke of Edinburgh in command of H. M. ship *Sultan*.

Mr Robert Morley, O.B., who was formerly Secretary of the British Legation at Frankfurt, has been appointed British Minister at Lisbon in succession to Lord Lytton.

Alahabad, Feb. 18.—The troops to escort the Yunnan Mission will not leave before the Territory till their departure is absolutely necessary. They have to see Mr Grosvenor and his party safely through the King's dominions to Rangoon. In Yunnan itself the Chinese Government is held responsible.

Very probably the young Nawabs of Bawalpore and Manduote will visit England in April next, and arrangements are to be made for their education either at Rugby or Cheltenham College.

St Petersburg, Feb. 21.—Obituary.—The Grand Duchess Marie Nicolaevna, sister of the Czar.

(L. & C. Express, Feb. 4th.)

Sub-Lieutenant Thomas Francis Abbott, of the *Thistle*, has been promoted to the rank of Lieutenant, for efficient and active services in Perak.

The following officers, whose last period of service was on the China station, have been appointed as under:—
Lieutenant C. W. P. Bouvier (in the *Frolic* from 1873 to 1875) to the *Cambridge*, gunnery ship, at Devonport; Mr. G. B. Blackwell (in the *Thistle* from 1870 to 1875) to the *Aurora*, coastguard ship, at Greenock; Mr. G. N. H. Michell, engineer (in the *Princess Charlotte* from 1872 to 1875) to the *Penelope*, coastguard ship, at Harwich; Mr. H. J. G. Moon, assistant surgeon (in the *Keats* from 1873 to 1875) to the *Keats*; Mr. John Caldwell, fleet surgeon (in the *Iron Duke* from 1870 to 1875) to the *Black Prince*, Channel Squadron; Mr. W. H. Elmes, surgeon (in the *Hart* from 1874 to 1875), to the Naval Hospital, Hong Kong; Mr. G. A. Worthington, gunner (in the *Dwarf* from 1871 to 1875), to the *Nesley*, gunboat, Queensferry; Mr. J. T. Kestell (in the *Iron Duke* from 1871 to 1875) to the *Achilles*, coastguard ship at Rockferry.

The following warrant officers have been appointed to the China station:—Mr. W. C. Tarrant, gunner, to the *Frolic*, 4 gun-vessel; Mr. Louis Evans, gunner, to the *Keats*, 4 gun-vessel; Mr. Emanuel Foster, gunner, to the *Moquito*, 4 gunboat.

Messrs. Robert Napier and Sons, of Glasgow, have launched from their building yard a composite gunboat for the British Government, named the *Wild Swan*, and designed for service in India and China. She is of 1,020 tons burden, 170 ft. in length, by 36 ft. in breadth, and is rigged as a three-masted schooner. A sister vessel, to be called the *Penguin*, is in progress at Messrs. Napier's yard, and will be launched in a few weeks.

The *Acron*, double screw composite gun-vessel, has been taken out of dock at Portsmouth. She has received a thorough repair and refit, and is now being sent to the China station in a very dilapidated condition, and after receiving new boilers, will be brought forward for the pendant.

Hamburg Feb. 1st.—Shipping of late has been a good deal more lively, many vessels from Transatlantic and other distant ports have arrived; and if it was not for the ice preventing all these vessels from coming up, our harbour at present would show a very lively aspect. The Swedish steamer, *August Lefter*, Captain Wahlgren (the former captain having died at Malta), from Singapore to Hamburg with general cargo, arrived at Cuxhaven on the 27th Jan., and went up, but sustained damage by the ice, and was obliged to return to Cuxhaven in a leaky condition, and was taken into the harbour. The damage done to the cargo is not yet known, but most probably it is not of any importance.

On the 2nd inst. a terrific gale raged on the Atlantic Coast. The telegraph communication between New York and Washington was temporarily suspended. The spires of several churches and the roofs of buildings have been destroyed. The wind in New York blew at the rate of sixty-six miles an hour, a force which is unprecedented. There is widespread devastation.

Formal invitations have been sent to the Centennial Commission to the Oxford, Cambridge, and London Boat Clubs, with other leading rowing organisations of the United Kingdom, to participate in the in-

ternational Centennial Regatta in August, on the Schuylkill River, Philadelphia.

The latest mail advices received home are—Yokohama Dec. 14th, Shanghai 17th, Foochow 19th, Manila 19th, Hongkong 23rd, Batavia 23rd, Singapore 29th, Galle Jan. 8th. The P. & O. mail, bringing the above advices, was delivered, viz. Brindisi, on the 31st January, its due date. The next inward (French) mail, with a week's later dates, viz. Yokohama 21st, Shanghai 24th, Hongkong 30th Dec., Singapore 7th Jan., arrived at Marseilles on the 2nd ult., and will be delivered on the 5th ult., two days early.

The following are the latest quotations of Banking and other Companies connected with the Far East:—Agra Bank, 8 to 8½; Chartered Bank of India, 17 to 18; Chartered Mercantile Bank, 24 to 25; Comptoir D'Escompte, £625; Deutsche Bank, Th. 158; Hong Kong and Shanghai Bank, 26 to 28; Oriental Bank, 43 to 47; P and O. Company, 40 to 42; Messageries Maritimes, £.615; Suez Canal £.780; Japan Loan 9 per cent, 101 to 113; ditto, 7 per cent, 100 to 102.

The arrangement offered by Messrs. Chartron and Co., of Lyons, has been definitely concluded. Payment in full of all debts by instalments of 50 per cent. in this year, 20 per cent. in next, and balance by equal instalments in four years with 5 per cent. interest. A committee of inspection has been named, and security given for the carrying out of the engagement.

Complaints are already made at the incompetency of the inspectors of tea, and several parcels have been detained without cause.

William McKee, proprietor of *St. Louis Globe*, a Democratic newspaper, indicted for complicity in the whisky frauds, has been tried and convicted by a jury at St. Louis. The trial of General Babcock, the President's private secretary, on a similar charge, begins next week.

At the last monthly meeting of the Society for the Propagation of the Gospel in Foreign Parts the Rev. H. S. Foss, M.A., was accepted for the Society's work in Japan. At the same meeting the sum of £180 was voted for the purchase of a chapel at Chetoo.

The total quantity of tea delivered from the bonded warehouses in London for the week ending the 29th ult. was 3,363,682lb., of which 2,277,046lb. was for home consumption, 831,456lb. was removed coastwise, 188,941lb. was exported, 58,182lb. was sent overseas for exportation, and 5,054lb. was for ship stores. The duty received for the same period amounted to £58,820, thus showing a decline of nearly 5 per cent. when compared with the £59,904 received in the preceding week.

In commenting upon the revelations made by the documents published in the trial of Benetke, Souchay and Another v. Augustine Heard and Co., the *China Mail* justly inveighs against the want of moral courage which so frequently causes the residents in Hongkong to permit practices to be continued by the managers or directors of companies or the heads of mercantile houses, which could easily be checked by a little wholesome inquiry, or protest. This laissez-faire principle of action has been at the root of almost all the great mercantile scandals of the kind which have occurred in China, and it is obvious that residents in China must suffer so long as they are too timid or too indolent to look after their own interests, in the same way as is done in all other parts of the world.

The Greenock-owned ship *Woodburn*, Captain Hartnell, recently arrived at Liverpool from New York, has, for a sailing ship, just completed one of the fastest voyages round the world on record. The *Woodburn* sailed from Cardiff for Calcutta on May 5, 1875, with 2,000 tons of coal on board, and arrived on July 29, remaining in the Hongkong till Sept. 8, when she sailed for New York with a cargo of 2,697 tons, and arrived at that port on Dec. 7. After discharging she loaded a full cargo of grain and cotton, and sailed for Liverpool Dec. 23, where she arrived on Jan. 14, thus making the voyage round the world in eight months and nine days. The *Woodburn* is a ship of 1,424 tons, built by Barclay and Currie, Glasgow, and is owned in Greenock by Messrs. R. Shankland and Co. Another Clyde-built ship, the *Glenargy*, left New York on Jan. 17, and arrived at Liverpool on the 31st, making the passage in fourteen days. The screw steamer *City of New York*, which sailed the following day; arrived at Queenstown on the 1st inst.

The captains of homeward-bound vessels from Foochow during the last tea season complain of the inefficiency of the steam tug on the river. The *White Adder*, and other vessels homeward bound, were detained several days in consequence. With the present low value of steam shipping property, we presume that a more powerful tug will be put on for next season.

The *Liking* (str.), Castle, which arrived on the 26th ult., reports—left Shanghai Nov. 25, Foochow Dec. 9, Hong Kong 18, Singapore 20, and Port Said Jan. 11, number of days from Foochow 48, last detention at Hong Kong, 3 days, Singapore 3 days, and Suez Canal 3 days; total steaming, 59 days.

The *Hallouen*, from Shanghai, is reported at St. Helena, Jan. 15, fifty-three days. The *Ferry Cross* and *White Adder* are making long passages from Foochow.

The *Devana*, from Foochow to Algou Bay, on which 40 guineas was paid at Lloyd's has been reported by the last Cape mail arrived all well.

The P. and O. steamer *Malta* is announced for sale at Lloyd's.

THE OPIUM TRADE.

We understand that several societies intend to suggest to the Government that the opium trade should be suppressed, or at least minimised, in India. That the projected deputations will produce any substantial effect we can scarcely believe. So long as brewers and distillers are strongly represented in Parliament, and so long as they justly and reasonably maintain that they are conducting legitimate branches of trade, it cannot be said that if we sell beer and spirits in England, we ought not to sell opium in India. The cultivation of the poppy is one of the means by which our Indian Empire secures, if not a large, at least a respectable, revenue. We know that India is not self-supporting. A glance at Indian statistics will show that Hindostan does not pay for the yearly expenses of her Government. For this reason no source of revenue should be neglected, and if it be said that the sale of Indian opium in the Chinese market is demoralising, we can only remark that modern States are not paternal and patriarchal in their principles, and that it is no business of a Government

to pretend to teach the self-restraint proscribed by moralists, or the asceticism enjoined by some religions. Trade is trade and morality is morality. Ethically speaking, it is wrong to sell bad muskets, furnished with antiquated flints, to African savages. It is also improper to dispose of arms and powder to potential enemies of England, but no logical power can interfere with these acts, dictated as they doubtless are by the most obvious commercial greed and selfishness. When we ostricise the Bassees and the Alloppees, and when we blame a rich Dublin brewer for magnificently restoring the Cathedral Church of St. Patrick, we can object to increasing the finances of India by means of the opium traffic.

We live in a sanctimonious age—one of which the professions and the pretensions are considerably higher than its practice. It would be perhaps a better employment of superfluous energy if the zealots who would deny "John Chinaman" his quantum of opium, would turn their attention to the foul dwellings, the gloomy existence, and the other innumerable miseries of the English, and more especially, of the London, poor. When we have set our own house in order we can then devote ourselves to such remote inquiries as the effect of East Indian opium on the Oriental intellect and morals. We know that philanthropy is a trade, but let us remind those who have adopted it, that unless we, or, for the matter of that, the Chinese also, are to conform to an ideal, and, therefore, impossible standard, we had better leave the world as we find it, and not blame manufacturers and merchants because the benefits which they offer are not always accepted with moderation, and are sometimes abused. When the present Administration was last in power, the Marquis of Salisbury, then Lord Cranborne, advocated with signal force the sale of wines and spirits in India, and specified the fiscal advantages which flowed therefrom; and which were, and are still, an element not to be despised in the Indian Budget.—*Hour*.

COMMERCIAL.

New York, January 20, 1876.

The year opens thus far without much activity in business and with little promise of the decided improvement so anxiously looked for during the closing months of last year. A very inactive condition of the market prevails with nearly all staple commodities. The silk manufacturers are working up their stock closely and buying with great caution, merely to supply their actual needs.

Matting.—No sales, except some small parcels of old stock. Dealers generally well supplied for their early trade with fine contract and better grades. Cheap cargo grades will be most in demand for early sales.

Fine Crackers.—Large stock market quiet, without any change from last quotation of 85 cents, gold, in bond.

Palm Leaf Fans.—400 cases sold at 12 cents net. Fair stock, held at 2 cents.

Straw Hats and Brads.—Some parcels of prime mottled Brads have been sold from 22 to 25 cents for regular assortments. White Brads at from 30 to 35 cents. No sales of Hats. Fair stock of Brads on the market.

Raw Silk.—Recent arrivals have added considerably to the stock. Although manufacturers have bought sparingly, there is no special change in prices, holders having confidence in the maintenance of present rates. Manufacturers are hopeful of a fair trade when business opens. Quotations are, in currency, on six months' basis, \$4.50 to 5 for re-reeled Cateogon, \$4.10 to 4.75 for Lucklow, \$4.12 to 4.37 for Um-check per lb. Total receipts for the year 1875, including 736 bales Cocoon and Waste, 11,625 packages, against 8,44

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE S.S. "GREAT REPUBLIC" will leave Hongkong for San Francisco, via Yokohama, on WEDNESDAY, the 15th March, 1876, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m. 14th Proximo. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

For further information as to Passage and Freight, apply to the Agency of the Company, Praya West.
G. B. EMORY, Acting Agent.
Hongkong, February 15, 1876. mol5



STEAM FOR

Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton and London;

ALSO,

Bombay, Madras, Calcutta and Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "JOMBARDY," Captain E. M. GILLSON, with Her Majesty's Mail, Passengers, Specie, and Cargo, will leave this for the above places, on THURSDAY, the 16th instant, at Noon.

CARGO will be received on board until Noon; SPECIE and PARCELS at the Office until 2 p.m. on the 16th instant.

For particulars regarding Freight and Passage, apply at the P. & O. S. N. Co.'s Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES ARE REQUIRED.

A written declaration of the Contents and Value of the Packages for the Overland Route is required by the Egyptian Government, and must be delivered by the Shippers to the Company's Agents with the Bills of Lading, or with Parcels; and the Company do not hold themselves responsible for any detention or prejudice which may happen from incorrectness on such declaration.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

THE P. & O. S. N. Co. reserve the option of forwarding all Goods shipped by their Steamers for Europe through Egypt, either by Rail, or by Canal in their own Steamers, or in vessels employed for the purpose.

A. MEYER, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, March 8, 1876. mol6

Occidental & Oriental Steam-Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE,

IN CONNECTION WITH THE CENTRAL

and UNION PACIFIC AND CONNECTING RAILROAD COMPANIES

AND ATLANTIC STEAMERS.

THE S.S. "HELIC" will be despatched for San Francisco, via Yokohama, on SATURDAY, the 1st April, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe.

Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. 31st instant. Parcel Packages will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent, on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, Praya West.

G. B. EMORY, Acting Agent.

Hongkong, March 1, 1876. apl

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THIS Season's American HAMS and BACON in prime condition. Smoked SALMON.

Golden Gate Baker's EXTRA FLOUR in Barrels and Tins.

MacEwen, FRICKEL & Co.
Hongkong, February 18, 1876.

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(In English and Chinese.)

WASHING BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price \$1 each.
CHINA MAIL OFFICE.

Insurances.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against Fire to the extent of \$45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a Discount of 20% on the Premium.

EDWARD NORTON & Co., Agents.
Hongkong, January 1, 1874.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TAELS.

POLICIES granted on Marine Risks to all parts of the world at current rates. This Association will, until further notice, provide out of the earnings, first for an Interest Dividend of 15% to Shareholders on Capital, and thereafter distributed among Policy holders, annually, in cash, ALL the Profits of the Underwriting Business pro rata to amount of premium contributed.

RUSSELL & Co., Agents.
Hongkong, July 9, 1872.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Coals in Matched, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNHOLD, KARBURG & Co.
Agents Hongkong & Canton.

Hongkong, January 4, 1867.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHTRE, Secretary.

Hongkong, November 1, 1871.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1868.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF

His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows—

Marine Department.

Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding £5,000 on reasonable terms.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

CHINESE INSURANCE COMPANY. (LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World.

In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.

Hongkong, April 17, 1873.

YANGTSZE INSURANCE ASSOCIATION OF SHANGHAI.

NOTICE.

AFTER this date, the above Association will allow a Brokerage of Thirty-three and One Third per cent. (33 1/3%) on Local Risks only.

RUSSELL & Co., Agents.

Hongkong, June 8, 1874.

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one first class risk, or to the extent of £15,000 on adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.
Hongkong, January 8, 1874.

Insurances.

THE SOUTH AUSTRALIAN INSURANCE COMPANY, ADELAIDE.

CAPITAL.....\$500,000.

THE Undersigned having been appointed Agents for the above Company in Hongkong, China and Japan, are prepared to issue Policies of Marine Insurance, payable in Australia, London, Calcutta, Bombay, Mauritius, China and Japan at current rates.

ADAMSON, BELL & Co.
Hongkong, September 6, 1875.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG LIMITED, IN LIQUIDATION.

NOTICE.

ALL Persons holding Warrants against unclaimed Dividends, Interest, or Bonus, are requested to present same for payment at the Hongkong and Shanghai Bank before the 1st April, 1876, otherwise their claims will not be recognised.

ADOLF ANDRE, F. D. SASSOON, Liquidators.

Hongkong, December 20, 1875. spl

THE SCOTTISH IMPERIAL INSURANCE CO.

THE Undersigned having been appointed Agent, in Hongkong, for the above-named Company, is prepared to grant Policies against Fire, on Buildings and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20%.

Attention is invited to a considerable reduction in Premium for Life Insurance in China.

Life Policies effected during the year 1875, share in the Bonus to be declared on 31st December for this quinquennial period then ending.

A. MACG. HEATON.

Hongkong, September 27, 1875.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1803.

CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.

Hongkong, July 6, 1875.

ROYAL INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company, are prepared to grant Insurances at current rates.

MELOCHERS & Co., Agents, Royal Insurance Company.

Hongkong, October 27, 1874.

ON SALE.

THE CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, Historical, Mythological and General Literary References.

BY WILLIAM-FREDERICK MATYER.

Price: \$3.

Shanghai.....KELLY & Co.

Hongkong....."CHINA MAIL" OFFICE.

Intimations.

COAL DEPOT.

COALS of every description supplied to Steamers by the Undersigned.

Orders may be left at the Godown, Wanchi, with Mr. J. MACLEOD, or LEONG Ah Yee, Kwongshing, Praya.

LANDSTEIN & Co.
Hongkong, November 1, 1875. my1

PILOTAGE.

VESSELS toward bound can secure Pilots from Best Island, from this date.

Outward bound Vessels can secure FIRST CLASS PILOTS by applying to the Undersigned at Praya Central, No. 29.

The Pilot-boat's Flag is No. 5 at the main-mast.

H. F. STUART.

Hongkong, April 8, 1875. ap6

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Sole Agent for China,

F. PHIL, HONGKONG, SHANGHAI, COLOMBO (Germany.)

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LES Propriétaires de l'Hotel des Colonies ont l'honneur d'informer M. M. les Voyageurs qu'ils viennent d'annexer à leur restaurant, dont le haute renommée est si bien connue, une nouvelle maison, y attenante, qui leur permet d'offrir des Chambres Splendides réunissant tout le confortable, désirable, Chambres pour familles, Salles de Bains, &c., &c.

Voitures à la disposition de M. M. les Voyageurs. La Salle de Billard et la Barre sont complètement séparés de l'Hotel ce qui est une sécurité pour le bien être des visiteurs.

Les soins les plus minutieux apportés dans tous les services sont une garantie pour M. M. les Voyageurs dont le patronage est sollicité.

A. SOISSON & Co., Propriétaires.

Shanghai, le 10 Février, 1876. mol5

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Hongkong, March 11, 1876.

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DAVID SASSOON, SOHN & Co.

Hongkong, March 1, 1876.

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